

Washington County - NRCS
OLD HWY 91 - 2012 EWP
Pre-Bid Conference Notes
01 February 2013

PRE-BID CONFERENCE

A pre-bid conference and site showing was held Friday, February 1, 2013 at 9:00 a.m. to answer any questions pertaining to this project. The pre-bid conference was led by Ron Whitehead, Washington County Public Works Director, and John Nelson, NRCS Engineer.

The *Old Hwy 91 – 2012 EWP* NRCS project is located for approximately two (2) miles along Old Highway 91 in the Castle Cliffs area from approximately mile marker 5.5 to mile marker 7.5. The project is in a very tight working area. Contractor will need to work from the roadway or within the foot print of the wall as much as possible and avoid disturbing the washes where possible. This area is within the new National Conservation Area (NCA). The project area has been looked at and no evidence of tortoise was found, and it has been cleared for the work.

Bid Schedule:

Subsidiary items listed with bid items are *estimated quantities for information only and it is the Contractor's responsibility to verify those estimated quantities*. Seeding, geotextile fabric, perforated pipe, granular material for bedding, epoxy, coated rebar, steel cable and any other *non-bid* items are subsidiary items and **no additional payment will be made for these subsidiary items**.

Thirty-six (36) Day Project:

This is a thirty-six (36) day work project with work performed six (6) days per week, Monday through Saturday during daylight hours only. If Contractor chooses to work less than six (6) days per week, time will still run on a thirty-six (36) day working schedule. Presidents' Day Holiday – No work will be performed Monday, February 18, 2013. **Project completion date will be NO LATER THAN THURSDAY, MARCH 28th, 2013.** Liquidated damages of **\$10,000.00 for EACH day** the work is not completed by end of thirty-six (36) working days. A Federal Highway's project will begin soon after the NRCS project is completed.

Q: Are there any events (races, etc.) scheduled during the project working time frame?

A: There are no events permitted at this time that we are aware of.

Time Schedule:

- Turn bids in at the Commission Office by 9:00 a.m. Thursday, February 7, 2013.
- Bid Opening – Thursday, February 7th @ 9:05 a.m. (Downstairs Conference Room)
- Notice of Award -- (following bid opening)
- Insurance and bonding info turned in by – Tuesday, February 12th, 2013
- Notice to Proceed – no later than Wednesday, February 13th, 2013 **SIGN CONTRACT**
- Mobilize & Start Project – no later than Thursday, February 14th, 2013

Project Details:

- Traffic control: This project is on a road with high speeds. Contractor will need a good traffic control plan, which may include the following: sign the area, reduce the speed limit, re-routing traffic (lane shift), whatever is needed to keep the project safe. If a flagger is needed, Contractor will be expected to provide that. No road closures will be allowed. Project is on one side of the road. At least one lane must remain open at all times. No separate payment will be made for traffic control; it must be included in the bid.

- Any excess excavated soil and rock can be disposed of along the shoulders of the road near mile post six (6) and mile post seven (7) at two marked locations that were shown during the site visit. An additional site just north of site four may also be used. The area must be properly cleared and grubbed and the soil must be brought to proper moisture content, graded, and compacted to provide functional shoulders for the existing roadway within the provided disposal areas. Any material that is put in deep must be placed in layers and spread out and compacted.
- The existing old cars and other unsuitable excavated material must be hauled off and disposed of by the Contractor away from the site of the work as per construction specification 21-5.
- The **36" CMP culvert shown at site #2** must be extended to the face of the riprap by the Contractor. *No additional payment will be made for this subsidiary item.* Washington County, Utah Construction Design Standards must be followed for the installation of this culvert pipe.
- Any fencing that is removed or destroyed must be replaced. *No additional payment will be made for this subsidiary item.*
- The County has three (3) mine sites available and Contractor needs to make contact with those individuals to determine any mining fees required for these sites.
 - Red Warrior Mine -- Kay Jean Matthews Hales **435-619-2611**
 - Gunlock Rock -- Jay Leavitt **435-632-2415**
 - Santa Clara Pit -- Judd Palmer **435-703-1133**

If the Contractor has another rock source in mind, please contact the County so the NRCS can approve the rock site as soon as possible. A rock donation letter will be required for this project and the County will supply a donation credit letter at the conclusion of the project for the total amount of rock.

- The road to the Red Warrior Mine site is one lane and is located on BLM property (north side of road) and borders a National Conservation Area (NCA) (south side of road). Care must be taken to **stay on the roadway**. If a pull-out needs to be used, Contractor **MUST** notify Ron Whitehead (435-634-5780) and he will contact the BLM representative.
- A separate **BLASTING PERMIT** will be required for **EVERY BLAST** at all mine sites in the unincorporated County. Contractor will need to follow all the requirements of the Blasting Permit including notifying Dispatch prior to each blast. Permit forms can be obtained from the Washington County Public Works Department.
- Rock will be paid for by the ton. The **Contractor shall provide Utah State certified truck scales to measure rock weight** to the nearest 0.01 ton. The Contractor shall work closely with the NRCS Field Inspector and verify rock totals together. NRCS Field Inspector will give copies of rock tickets and rock total sheets to Sue (in Public Works). It is the Contractor's responsibility to tally rock totals.
- Grout will be paid for by the cubic yard. The volume of grout is determined from the calculated batch volume delivered to the site and placed in accordance with the specifications.
- A copy of the Utah State Stream Alteration Permit Order is included in the project booklet. Contractor must abide by the requirements of the Order and a copy of the permit ***MUST be on-site*** during work on project.
- A copy of the NRCS OSHA supplement Contractor Requirements is provided in the specifications. Contractor must abide by the requirements of this document.

Contract Items:

A copy of the Contract form is provided in the project booklet. Contractor must be willing to abide by the requirements listed in the Contract

- E-Verify Requirements / Certification of Legal Work Status turned in with bid for bid to be considered.
- Contractor shall remedy any defects in the work for a period one (1) year. A one (1) year Warranty Bond for twenty (20) percent of the total cost of the project is required before final payment on the job is made.
- Payment to Contractor – two (2) payments will be made on this project – FIRST PYMT submitted at twenty-one (21) days of work and SECOND PYMT AFTER completion, inspection, and acceptance of project by County.

Items to Turn in with Bid Proposal:

- **BIDS PROPOSALS DUE THURSDAY, FEBRUARY 7, 2013 @ 9:00 A.M. (Commission Office)**
- **UPDATED Proposal Form ... the form that was handed out at the Pre-Bid Conference**
- E-Verify Form / Certification of Legal Work Status
- Bid Bond or Irrevocable Letter of Credit -- Bid Bond or other acceptable bid guarantee of 5%
- Signed Pre-Bid Conference Notes

Items for Successful Contractor to turn in after Notice of Award:

- Work Schedule / Time Schedule
- Traffic Control Plan / Dust Control
- Quality Control Plan

Q: *Regarding steel cable on drawing 3 of 8 in plans ... Do we place riprap first and drill through the riprap?*

A: *There is a lot of bedrock in the area around the steel cable. The contractor needs to drill into the bedrock, place some of the riprap around the cable. The rebar does NOT need to stick out past the face of the riprap. It is a steeper slope for the riprap 1:1 and a very narrow area right next to the road. The rebar and cable is designed to help hold the grouted riprap together and keep that section intact. Drill first and then be gentle placing the riprap. Bolt along the sides wherever rebar is crossed and clamp to hold in place.*

Q: *Is extending existing culvert on site #2 subsidiary to one of the bid items?*

A: *Yes, it is subsidiary to the rock. Contractor needs to band and extend culvert five (5) feet (plus or minus) to the face of the riprap. The bid items are the rock riprap and the work associated with installing that riprap*

SITE VISIT

John Nelson, NRCS Project Engineer commented on the project at each site.

SITE #1:

This area of the project has been staked at a five (5) foot offset, if there are no stakes then the riprap will be installed up as close as you can get to the road. John Nelson pointed out the layback portion of the project. Contractor is encouraged to dig up and around bedrock if possible, if necessary bedrock can be left in place. John pointed out a narrower area further up in the site and indicated this as the rebar, cabling, and grouted riprap portion of the site. This area can be varied ten (10) to fifteen (15) feet either way depending on the bedrock. If bedrock is not found in this area, then extra rebar that may be longer will need to be driven into the existing soil for a last anchor point on either end. This area is right next to the edge of the pavement. Clean down so as much grouted riprap can fill this area as possible. Top of riprap will come up to about a foot below the edge of the pavement. Contractor to dress up the area when complete and top of riprap will be out three (3) to four (4) feet wide. We are not trying to encroach into wash very much for the toe of the base. May need to bring in a water truck (near grout area) to hose off the rock and bedrock so there is a clean surface for grout to adhere to bedrock. Remove old cars, old gabion baskets remnants and tie back into other end of little knob located at the north end of this site and then back to edge of the road.

Q: *Do we touch that bank? (Pointing to bank area across stream bed)*

A: *No, the project is not dealing with the easterly bank. Again, we are in a very tight area for the work.*

Ron Whitehead emphasized how tight the work area will be and told all present they might need to shift the travel lanes of the road, set up lane change cones, and move traffic over while working on this project to keep work area safe for workers.

SITE #2:

Disposal area sites were pointed out to all present and identified by pink flagging and orange paint on the pavement. John Nelson indicated stakes are all pretty much five (5) foot offsets. John explained this portion of the project as dealing with extending the culvert and installing riprap layback. The culvert needs to be extended approximately five (5) feet (plus or minus) to the face of the wall. The riprap will be installed about twenty (20) to thirty (30) feet past the edge of the fence, which is just inside the NCA. John described a very thick layback typical section as being seven (7) feet tall, six (6) feet wide at the top, and five (5) feet buried below the wash at the front for the bottom base.

Q: *Will all the dirt be hauled off?*

A: *Yes, disposal areas are marked at mile marker (6) and mile marker seven (7) and north of site #4.*

Q: *What should disposal site look like?*

A: *Extend shoulders out with no big mounds. Contractor to compact shoulder and blade off to provide a smooth transition to roadway surface.*

Q: *Do you have to dispose of the dirt?*

A: *You can haul it off wherever you want, as long as you have a permitted site, but you CANNOT haul dirt back to the Red Warrior Mine.*

There will be some closure with the Red Warrior mine. The mine is being worked now and a portion will be kept open to be used for now but most of it will be closed off.

SITE #3:

A good traffic plan needs to be in place on this project. This area has high speed traffic. John Nelson described this portion of the project as a little bit of armoring around the CMP pipe. The riprap goes down the edge of the slope and surrounds the existing culvert. There are five (5) foot offset stakes showing the location of the riprap. A two (2) foot deep splash pad will be built out of riprap at the outlet of the culvert. The culvert will not need to be extended at this site. Orange flagging is marking the centerline of the barb (riprap wall) as it goes toward the wash. When stormwater comes down the wash, this wall directs it to keep away from the road and provide a little shoulder protection. Carefully place riprap around the end of the culvert to avoid damage.

SITE #4:

Some of the work at this site will be outside right of way fence and in the NCA. John Nelson stated the rock work at this site will be going in ahead of the Federal Highway project that will place two (2) new concrete box culverts in this area. On the upstream side there are two (2) small sections to help protect the inlet of the existing culvert which will remain in place. The new culverts will be down two (2) to three (3) feet further in elevation. There will be a lot of fill generated particularly on the upstream side. On the major turn in the wash before the stormwater goes into the culverts there will be a good wall section and everything else is layback as detailed in the plans. All staking is five (5) foot offsets with the exception of ten (10) foot offsets on the wall section. There will be three (3) grade stabilizations (marked with blue ribbon stakes on both sides) because of the drop in elevation. The plans indicate a three (3) foot drop for each step down. Ron and Todd pointed out the location where Contractor can blade out and deposit additional excavated material along the side of the road just north of this site. The existing culvert is to remain in place.

Q: Will there be any cattle around?

A: We have been assured that there will NOT be cattle grazing during the project.

Additional reminder that Contractor needs to replace or put back any fence that is removed to work on this project.

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This summarization of the pre-bid conference and site visit must be signed and returned with your bid indicating that you have received the summary notes, questions, and responses.

I have received, read, and understand these notes as prepared on Washington County/NRCS Old Hwy – 2012 EWP project.

Signature

Date

Typed or Printed Name

Name of Firm

**ATTENDEES PRESENT
at the Pre-Bid Conference AND Site Showing**

<u>Name</u>	<u>Firm</u>	<u>E-MAIL</u>
Jason Rogers	Desert Hills Construction	rogers@infowest.com
Allen Feller	Feller Enterprises, LLC	afeller54@gmail.com
Joe Ipson	Interstate Rock Products	irpjoe@xmission.com
Judd Palmer	JP Excavating	jpexcavating.com
Fred Barlow	Perco Rock	fredb@percorock.com
John Wilson	Progressive Contracting, Inc	johnwilson@progressivecontracting.com
Darrin LeFevre	Red Canyon Contractors	darrin@redcanyon1.com
Tad Griffiths	Royal T Enterprises	royaltenterprises@live.com
John Henderson	Sunroc Corporation	jmhenderson@sunroc.com
Andy Leavitt	Trade West Construction	99ndkleavitt@gmail.com